

MARINE COURT OF INQUIRY INTO
THE LOSS OF THE STEAM-
SHIP "SPARK"

A Marine Court of inquiry was commenced at the Harbour Master's Office this morning into the loss of the steamship Spark, which was wrecked off Cami Point on the 21st ultimo. The following gentlemen formed the court:—Mr. H. G. Thomsett, R.N., (President), Lieut. G. W. Balliston, R.N., Mr. W. N. Allison, master of the steamship *Felling*, and Mr. W. Le Lacheur, master of the British bark *Channel Queen*. Captain Rose, lately in command of the *Spark*, was represented by Mr. H. M. Dally, barrister-at-law.

In opening the proceedings the President read the following letter:—

Captain THOMSETT,
Hongkong.
Dear Sir,—"The steamship *Spark* was lost on Cami Point on Saturday evening, 21st ult., and a great deal of property was lost. I have been directed by the Harbour Master to inquire into the circumstances of the loss, and to report to him. I have the honor to acknowledge the receipt of your letter of the 21st inst., and in reply to inform you that the court will be held at the Harbour Master's Office, at 10 o'clock on Monday morning, 6th inst. I have the honor to be, Sir, your obedient servant,
H. G. THOMSETT, R.N., President.

Captain Rose on being called said:—I am a master mariner. My certificate was obtained in Hongkong and is numbered, I think, 772. It was lost with the ship. I have previously been in command of a steamer, the *River Mary*, and was in her about five months and made trips in her to Hainan and Haiphong. I joined the *Spark* in Hongkong about a month ago. The crew of the *Spark*, with the exception of the engineer, was composed of Chinese. There was no cargo on board the ship excepting two boxes which were for the owner. We had only coals on board for the steamer's use. The *Spark* arrived at Hoilow on the 21st July and left again on the same day at 4.30 p.m. The chief engineer who was on board at the time we left Hongkong was not then on board, he having left the ship at Macao to bring back the steam launch which he had got disabled. Mr. Jameson, the registered owner of the vessel, took charge of the engines at Macao and remained in charge up to the time of the wreck. When we left Hoilow there was a light breeze blowing; the weather was cloudy with occasional rain squalls, and the water was smooth. After running about five miles to the N.W. at 5 p.m. I altered the course to W. N. at 6.20 the ship was going about 9 knots with a one knot tide; the helmsman and the man on the lookout were instructed to call me if anything was seen. I then went into the saloon with the chief engineer to have dinner. At 6.45, on coming out of the saloon, I saw broken water on the beam and directly entered the helm. I saw a dark starboard bow the ship took the ground immediately, bumping very slightly. The engines were stopped and reversed but the ship filled with water in a few minutes so I stopped the engines. Cape Cami Point was then about one mile north. The boats were then cleared and lowered, the weather being fine and the water smooth. The chief engineer and crew took to the boats at once. I told the chief engineer that we were perfectly safe and he had better remain on the vessel, but they all left the ship. I did not remonstrate further with the chief engineer and crew, but I remained on board myself in the hope that assistance would be obtained. The upper deck was not under water, being all twenty feet above it. I remained on board till the afternoon of the 22nd. At 3 a.m. the ship was surrounded by piratical boats the crews from which boarded before daylight and began to loot, stripping the ship of everything movable, myself being unable to stop the plundering. At 8.30 a.m. I left the ship in a junk and went on shore to Cami Point to try and get assistance. I was detained on shore there by the people and did not get away until 10.30. I could not get away from there before as I could not get a junk to take me. I was taken on horseback to a place abreast of Hoilow. I was riding about four or five hours. The Chinese provided me with the horse. I then got a small junk to take me over to Hoilow and paid the junk people \$15 for their work. On the morning of the 22nd when I left the ship she was lying in an upright position. The chart now in court is similar to the one by which the ship was navigated. On getting to Hoilow I reported the loss of the ship to the Consul and made the ordinary protest and was forwarded on to Hongkong by the *Mongkut* on the same day.

By Mr. Thomsett—Did you report to the Consul that Mr. Jameson and the crew had deserted the ship?

Captain Rose—I told the Consul that the engine and crew had left the ship before I did. I told the Consul that they had deserted the ship.

To the Court—I have nothing further to add to what I have already stated.

Captain Thomsett—I may tell you Captain Rose that the Consul says nothing of his report to me of your having reported to him that the engine and crew had deserted the ship.

Captain Rose—I have made no application for a court of inquiry since I came here, but I mentioned to the Consul at Hoilow that I would like an enquiry to be made, and he then said that the enquiry would have to be done in Hongkong.

By the Court—From the time of leaving Hoilow to the ship's getting on shore I had no use of the lead. I could see about a couple of miles off when the ship struck; the moon was up and the weather was much the same as the whole of the way from Hoilow. The rain squalls hanging round prevented me from seeing more than two miles. I was steering past Cape Cami about three to four miles of the southward of it. I did not use the lead as I considered I was on a perfectly safe course. I attribute the loss of the ship to the course being altered while I was at dinner.

By Lieut. Balliston—I found my compasses correct by the steering from here to Hoilow. When I altered the course at 5 p.m. I saw the banks indistinctly, being then some three or four miles distant. The tide was setting in, the weather was fine, and I did not see the wreck until the westerly set of the tide that the ship would be driven into the bay. I had a book of directions, viz., the "China Pilot." I was so certain of my compasses being correct that I did not think it necessary to cast the lead before going down to dinner.

By Captain Le Lacheur—"The tides there are very irregular. I was on deck when the ship struck as was also the chief engineer, a Chinese engineer being below in the engine room. As soon as I came out of the cabin I saw the boats, and ordered the helmsman to starboard. I stopped the engines. I gave the order to leave the ship, they took to the boats themselves. The chief engineer said the ship was breaking up and advised me to leave her.

By Captain Allison—"The man was on the look-out when myself and the chief engineer came on deck. The look-out man did not call me.

John Watt Jamieson—Stated that he was a superintending engineer in Saigon. He has no English certificate as an engineer, his certificate being a French one. He has been an engineer since 1864, and was the registered owner of the *Spark*. He took charge of the engines of the *Spark* in Macao when the chief engineer left her to come to Hongkong with the steam launch. They left Hoilow at 4.30 p.m. on July 21st. The weather was fine and the water was calm. The ship was going about 8 knots. At 6 p.m. he went into the saloon to have dinner with the captain when he told the captain that the *Ping On* had been on Cape Cami and that the captains of the *Sallee* and *Nam Van* gave it a wide berth. At 6.30 he went from the cabin to the engine room and changed the watches at 8 p.m. when everything was going well in the engine room. At 8.20 he went up on deck to cool himself and have some refreshment. He went into the saloon with the captain when they had a brandy and water each. The time they were in the cabin would be about three or four minutes when they left the cabin together. On going forward he remarked to the captain that he saw the land quite close, and at the same time he saw broken water on both bows which he also pointed out to the captain, and went down to the engine room, by this time hearing the captain give orders to "hard a-starboard" and stop the engines. The engines were stopped at 8.30, when the vessel struck. He received orders to go astern from the captain, and afterwards to go ahead, but had to stop as a rock came through the ship's bottom into the engine room, the water coming in and putting the fires out. He opened the safety valve, went on deck and reported to the captain that the rocks were through the ship's bottom and that the hold was filling with water. The captain asked him to put the engine astern which could not be done as the ship was fast and there was no steam. He waited on deck about ten minutes and received no further orders. The captain turned on blue light and afterwards went into his cabin. The ship was upright all the time. From the upper deck to the water would be about 6 ft. About 9.30 he went to the captain's cabin and found him fast asleep in his bed. He tried to awaken the captain but did not succeed, and then called the boatswain, two quarter-masters and some of the firemen and the steward to see the state the captain was in. He then got the three boats over the side and turned some blue lights when a junk came in sight. He sent a boat to the junk to bring the captain of her on board the *Spark*. When the captain of the junk came on board he arranged with him to take the crew and their effects to Hoilow for \$10. The effects of the crew were put into the two ship's boats and sent on board the junk, the captain being asleep all the time. He remained by the ship with the boatswain and steward while the boats were away until 1 p.m. next morning, when he saw people from the shore making for the ship. He took the rifles and fired a few shots in the air. The boatswain and steward began to get afraid when they saw the people coming in the boats and wanted to go to the junk. He then went and tried to wake the captain but could not do so. He left the *Spark* with the men leaving him in his cabin, and slept on the junk till daylight, when he put four men in the boat and returned to the *Spark*. He went to the captain's room and found him sitting in a chair in front of the wheelhouse sound asleep. He took him by the shoulder and woke him up when he opened his eyes and said "how's her head," and also asked what steam he had been carrying all night, and did not seem to know the ship was a wreck. He took him by the arm and led him to the ship's side and showed him the rocks all round her. The captain then remarked "many a better man has lost his ship," when he left him in disgust and went down to see how many rocks were through the ship's bottom. He found three rocks of about four feet in diameter and saw the case was hopeless. The pirates were about twenty yards away at this time and he had to take out his revolver to keep them off. He then went to the *Spark* and asked the captain to save what things he had and come to Hoilow for assistance, but the captain would not leave the vessel, so he left her about 8 o'clock a.m. on the 22nd and went on board the junk. At 8.30 he sent the boatswain and four men back to the *Spark* with the two boats and a rifle and asked them to go and get the captain to come on board the junk. The boatswain and four men returned in one of the boats about ten minutes after and reported that the captain was sound asleep. The new boat and the rifle were left behind, but no men. He then started for Hoilow and arrived there at 1 p.m. on the 23rd. He went to the English Consul there and reported the wreck of the *Spark* and asked him to take the depositions of the men, and told him the captain had been left behind. He also saw the head mandarin at Hoilow who promised to despatch a junk to the scene of the wreck. He was forwarded on to Hoilow on the morning of the 24th at about 10 o'clock in the office of Messrs. Horton & Co., when the captain asked him for \$15 to pay the junk people. He gave him the money for which he got a receipt, the money being payable in Hongkong. No further conversation took place between them. The captain left Hoilow in the *Mongkut* on the morning of the 25th. He went to see the Consul while the captain was in Hoilow but not in the presence of the captain. The Consul told him the captain had been there to sign a protest. He was not told by the Consul that the captain had made any complaint against him or any of the crew. Mr. Mackie did not leave Hongkong in the *Spark*.

By Mr. H. M. Bailey—I did not see the breakers when I came out of the cabin from dinner. We had a quart of stout at dinner between us, but I cannot remember that we had anything else to drink. We talked together in a friendly way during dinner. At 6.30 I left the cabin and went down into the engine room. I have sworn that the *Spark* did not strike before 7 o'clock. I was once on deck between the time I left dinner and 8.20. When I came on deck at 8.20 the captain was standing by the funnel. I went into the cabin and the captain followed me when we each had some brandy and water. The captain had no more to drink in my presence. I heard the captain give the order "hard a-starboard." The captain was not sober at 8.20; my reason for saying he was not sober was because he was staggering and was not sober. He had been drinking all day on the 21st and it was his desire that we should proceed on that day as the weather was favorable. I thought at the time of leaving Hoilow that the captain was capable of taking the ship to sea. When the ship struck, I asked him what he intended doing, and he said "I am subordinate to the captain." The captain did not ask me to stay on board the ship after she struck as there was no danger, he merely went to his cabin and said nothing. I did not say to the captain that the ship was breaking up and we had better leave her. I will swear that the boats were not lowered before 9.30; they were not lowered immediately after the strike. I remained on board the *Spark* till three next morning. After the ship struck I did not see much of the captain during the next day. When I went to the wreck at daylight there had been nothing taken away from her. The captain was then suffering from the effects of drink and I left him because I could not help myself. The *Spark* was partly insured, and I considered when we left Hoilow that the captain was capable of navigating her safely. At three in the morning I fired some shots over

the heads of the natives who were coming close to us to let them know we had firearms. The statements of the captain that the ship struck at 6.45 p.m. and that she was looted by 3 o'clock next morning are false. When I reported the loss of the vessel to the Consul at Hoilow I stated that the captain had been drinking. By the Court—I left the captain behind on the *Spark* because he would not leave her. I tried to carry him. None of the crew would remain as they were afraid of the people on shore. I went to Hoilow for assistance. The ship was bought here for \$13,000, and she was insured for \$8,000, but when she left here she had cost \$17,500.

At this stage of the proceedings the Court was adjourned till half-past 2 o'clock.

On the court re-assembling after tiffin, Chow Asing was called and said—I was boatswain of the *Spark*. I recollect being on board the *Spark* at Hoilow on the 21st of July. The steamer left that day at 4.30 p.m. The weather was fine. I recollect the vessel striking the shore. I was asleep and it woke me up and I went aft to the stern to see whether the vessel could get off the shore or not. I did not see the vessel. I knew he was forward as I could see him asleep in a chair. I had not been on board a junk before half-past three. I saw the captain asleep at half-past three. He was still asleep in the chair at the time when I went on board the junk. The chair was near the wheelhouse. Mr. Jameson asked the captain to go on board the junk. I understand a little English. I have been on board the *Kuwing Sang*, belonging to Jardine, Matheson & Co. I have been 10 years in English ships. It was three o'clock in the morning when Mr. Jameson tried to get the captain to go on board the junk. The captain said "I won't go, you go yourself." I took no arms or pistols from the ship. I did not enter the ship. I left the ship with Mr. Jameson at 3.30 a.m. I saw 7 or 8 pirates come on board from the shore. I am sure the captain was asleep when I saw him in the chair. The chair was about the wheelhouse. I did not see the captain in his cabin. Mr. Jameson asked me to lower the boats at about 10 o'clock; no boat was lowered before that time. The ship struck at 8.30 p.m. The captain gave no orders regarding the ship; he did not go below and examine whether any damage was done; he was in the wheelhouse asleep when the boats were lowered. I was afraid of the pirates and spoke about it to Mr. Jameson.

The inquiry was proceeding when we went to press.

SOME FACTS ABOUT THE ARMY.

A keen foreign critic recently observed that at the present time the state of its army organization forms the darkest point in Great Britain. He stated further, also, and with equal truth, that in the existing circumstances of Europe a peaceful future can only be built on a basis of arms to the teeth, and that England, with the peculiar necessities of her empire, should be able to endure even a world's conscription. These statements, indeed, are truisms; no one questions their truth, and it may be said that in this country practically no one understands their force and significance. Nevertheless, there are times when the iteration of them is necessary; and the present is an occasion of unusual urgency.

For the fact is that at this moment the strength of the British army is practically 20,000 men below that prescribed by law. There is a deficiency of more than 8,000 in the home army alone; and in India, where of all places in the world our forces should be thoroughly complete, the numbers are actually 5,500 below the authorized establishment. How can we obtain these? All manner of ingenious explanations of this state of things have been invented; the argumentative red herring has been trailed with unwonted dexterity, and the frantic efforts made in some quarters to disguise the truth would be beneath contempt if they were not palpably unparliamentary. But the facts are so strong and startling that obfuscation is impossible.

A considerable idea of the causes of failure is to be gathered from the last general annual return of the British army, which was published a few months ago. It is true that the information there given is not brought down to later than January 1st, 1882. But the facts are not the less significant for that. They are indeed very like those brought to light by Lord Alsey's Committee. In 1881 it appears that 26,257 recruits were enlisted, and 44,499 or 131 per 1,000 had disappeared before the end of the year. But that is not all. By the end of that year the army had also lost 239 per 1,000 of those enlisted in 1880, and 256 per 1,000 of those enlisted in 1879. These figures show that one fourth of the recruits who join the army disappear before the end of their second year, at a yearly cost to the country of half a million sterling—which, as Sir Lintorn Simmons said the other day, had better have been thrown away; because, although then it would be equally wasted, it would not have done harm. This terrible waste, however, does not stop with the third year of service. Of 122,281 recruits who joined during the first six years of short service—1870 to 1875—it appears that the whole number still serving or liable to serve at the date of the returns was only 58,673—nothing less than a loss of 63,608 men, or 52 per 1,000. Of the men who enlisted in 1870 over 60 per cent had entirely disappeared in less than twelve years; and of those who joined in 1875, 443 per 1,000 had been lost in less than six years. Of these last more than one half were discharged or were dismissed as incorrigible blackguards.

The return further declares that, during the last three years, which is the latest for which the number of recruits was 2,872 less than the average of the three preceding years, with the result that in 1881 the supply of recruits was so defective that it became necessary to indent on the reserve; and, notwithstanding the adoption of territorial regiments, the changes in methods of enlistment, and the improvements in the pay and status of non-commissioned officers, 900 of the reserve men were re-enrolled in order to keep the Army at its required strength. But as the supply diminishes, so increases the demand. The returns show that the vacancies caused by complete terms of service, and transfer to the reserve, increase year by year. Thus in 1881 the gaps stood at 17,500, as against 11,054 in 1880. The meaning of these, in conjunction with other figures which we need not detail here, is that in the present year about 35,000 recruits are required to fill up vacancies. There is not, however, the slightest prospect of obtaining the full number. Disintegration is a mild description of the state of things here indicated.

But how does the present administration meet the difficulty? The present administration shows its sense of duty, as we pointed out a fortnight ago, by reducing the standard of age to eighteen, the standard of height to 5 feet 3 inches, and the standard of weight to 12 stone 12 lbs. (176 lbs.)—and by a petting dog policy of permissive long service. We do not believe to say that this wretched makeshift will simply multiply the difficulty and the expense; and it is in the highest degree doubtful that the required numbers will be forthcoming. In 1876, when there was the largest total of recruits ever known in this country, and requirements were excep-

tionally heavy, only 29,000 recruits came forward. We want 30,000 this year.

The fact is, however, that even if the full complement is found, it will not be of the right quality; it will, in short, be worse than useless. That plain truth was brought out with startling emphasis by the Egyptian War, when out of a nominal home army of 92,000 men it would seem that not more than 20,000 were found fit for service. It may be said, with perfect justice, of our present home army that more than half of it is inefficient, being physically immature and insufficiently trained. If the country became involved in a great war, the only thing that might be reasonably expected is a shameful breakdown, and a rude awakening of the people to the fact. It is a striking sign of the times that, with the army in such a condition as it has never been before, and quite unworthy of its reputed common-sense and our military traditions, every nerve is being strained to convert our coast into a frontier by means of a Channel tunnel. The Channel tunnel means conscription.

The difficulties of the situation, however, are not to be conquered by any such methods as those recently proposed by Lord Harrington. A reduction of the physical standard and the limit of age may fill the ranks with material that looks well on paper and swells the returns, to the fascination of that paragon of sensibility and foresight the British taxpayer. But on the first emergency it will be found utterly worthless; with the natural consequence of a rush for help to the reserves, and the waste of millions of public money. It really would appear that Ministers thought their duty was not to provide an efficient army for service in war, but merely to support so many thousands of men at the expense of the State. The question here is not a question of long or short service merely, it is a question of army or no army. It is perfectly certain that, but for occasional spasms of timid tinkering, the whole force would disappear in a short time by a natural process of waste. That process of waste is almost entirely due to the worthless material which enters the ranks. To get better stuff it is necessary to pay a better price. But the actual pay of the soldier is to-day 18d. a day less than it was in the days of long service. The half-a-million above referred to as annually wasted would, if properly applied, give 2d. a day more to every man in the service. The truth is, however, that with a voluntary system like ours the army is nothing if it is not popular. It is certainly not very popular now; therefore, now it is not of much account. The chief way to make it popular is to increase the pay and prospects, to make it, in short, a respectable calling for respectable men. And until this is done, or at all events until something is done in this direction, we may look in vain either for diminution of waste or for increase of efficiency.—*Overland Mail.*

THE term "dude" is now applied to those dandified young society chaps in New York who are "just too nice for anything." The word is changed from dude, an extinct member of the duck species, the peculiarity of which was its ridiculously small wings and tail on a big, puffed-up body.

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Notices of Firms.

GREAT NORTHERN TELEGRAPH COMPANY.

ON and after 1st August, 1883, Mr. V. V. H. HANSEN will take charge of this Company's Station.

C. A. SCHULTZ.
Hongkong 31st July 1883. [602]

NOTICE.
FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [606]

NOTICE.
THE Undersigned, have this day taken Mr. RAPHAEL AARON GUBBY into Co-PARTNERSHIP with me in my Business. The Business will henceforth be carried on under the style or Firm of "COHEN & GUBBY."

A. S. COHEN.
Hongkong, 1st August, 1883. [608]

NOTICE.
I HAVE this day started as a SHARE and GENERAL BROKER.

FRED. ESSEX.
Hongkong, 1st August, 1883. [609]

NOTICE.
WE have CLOSED Our Formosa Branch and the Business in Swatow will be carried on under the style of SCHAAR & Co., which Firm Mr. CHARLES LANGE DE LA CAMP has been Authorized to Sign per Procuration.

DIRCKS & Co.
In Liquidation.
Swatow, 1st July, 1883. [675]

TO BE LET.
TO LET FURNISHED.
FOR THREE MONTHS.

N. O. 2, WESTBOURNE VILLAS.
For Particulars, Apply to Messrs. DANBY & LEIGH.

Hongkong, 23rd July, 1883. [586]

TO BE LET.
(WITH IMMEDIATE POSSESSION.)

FIVE COMMODIOUS and well VENTILATED ROOMS suitable for OFFICES or a FAMILY DWELLING HOUSE, No. 24, Praya Central, corner of Pottinger Street. Apply on the Premises.

F. VINCENTOT,
24, Praya Central.
Hongkong, 1st July, 1883. [527]

TO LET.
THE PREMISES now occupied by us, No. 11, Queen's Road Central. For further Particulars, apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [607]

TO LET.
FURNISHED ROOMS in the Hollywood Road, WITH or WITHOUT BOARD. Private Family.

For Particulars, apply to M. A., Office of this paper.

Hongkong, 7th July, 1883. [537]

TO LET.
N. O. 7, SEYMOUR TERRACE.

6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

Apply to DAVID SASSOON, SONS & Co.
Hongkong, 25th July, 1883. [7]

TO LET.
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Hongkong, 6th July, 1883. [533]

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HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.

No. 33, WELLINGTON STREET, HONGKONG. Hongkong, 23rd January, 1882. [5]

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Hongkong, 2nd October, 1882. [663]

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NAUTICAL INSTRUMENTS.

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NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, Hongkong Telegraph, and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 4, 1883.

THE recent action of Mr. JNO. J. FRANCIS, barrister-at-law, in issuing the circular letter to the solicitors practising in this colony in which he expressed his intention of accepting no retainers and transacting no description of business after the first of the present month, whether in or out of Court, except for cash, is a departure from the traditions of the profession as startling as it is unique. During his highly successful career in Hongkong as attorney, counsel, and even on the bench as puisne judge, Mr. FRANCIS has on many occasions developed a praiseworthy spirit of manly independence in the cause of practical reform; and the supreme indifference and contempt he has at times exhibited for the ridiculous and thread-bare antiquities, known as, or rather misnamed legal formalities, which in many instances bring so-called courts of justice to the level of a Punch and Judy show, prove that we have at least one intelligent lawyer who is not wedded to obsolete practices and childish mummeries. But even for a man of the learned barrister's well known common-sense, liberal ideas, progressive tendencies, strength of will and determination—and shall we say obstinacy? there is a boldness, an audacity in his recent crusade against a custom which on his authority we are quite prepared to believe has frequently proved an intolerable nuisance, the judiciousness of which, may perhaps under all circumstances be fairly questioned. Mr. FRANCIS's summary action has certainly caused profound astonishment and led to a considerable amount of acrimonious discussion in the legal circles of the colony.

However, as we can safely allow the legal gentlemen to settle their differences amongst themselves, the most interesting question, so far as the public is concerned, is—in what manner will the new rule introduced by Mr. FRANCIS tend to decrease the expenses attending litigation? The circular letter containing the manifesto alluded to runs as follows:—

Gentlemen.—The present system, or no-system, of adjusting and settling fees of Counsel is so irregular and uncertain, and so wide a departure from the theory of the thing and tends so seriously to diminish business by largely increasing the necessary expenses of litigation, that I have, after long and anxious consideration, decided to revert, in my own practice, to a cash system.

May I beg of you therefore to take notice, that from August next, I shall accept no retainers and transact no business, whether in or out of Court, except for cash.

I have conferred with the Registrar and ascertained from him what are the fees allowed on taxation in ordinary cases, and I shall be content as a general rule to accept fees in accordance with this scale.

I trust that this determination of mine will not cause you any inconvenience. Of one thing I am sure, and that is, that any temporary inconvenience you may be put to in the first instance will be more than compensated for in the long run by increased business and greater ease and simplicity in the transaction of it.

It will be observed that, although Mr. FRANCIS makes what seems a rather vague allusion to a system or no-system of adjusting and settling fees, which, he says, tends seriously to diminish business by largely increasing the necessary expenses

of litigation, there is actually no visible advantage; no *quid pro quo* offered to clients for being called upon in all cases to pay the lawyers' fees in advance. As a matter of fact no reduction of fees or decrease of the expenses attending litigation appears to be contemplated. The learned barrister has conferred with the Registrar, and as a general rule he will be content to accept fees in accordance with the scale based on what is allowed on taxation in ordinary cases. That, as a matter of fact, is what the public have hitherto paid, as a general rule, for legal assistance. So far as we can see, the only manner in which litigants will be affected by this startling innovation is that in all cases where the services of Mr. FRANCIS are desired, the fees must be paid in advance; and so far as our personal experience in Hongkong goes this has always been the invariable rule. Still it has apparently not been the rule in all cases, and as we presume that learned barristers have had occasionally some trouble to obtain their fees, and perhaps have had even to go without either retainer or refresher at times, there can be no denying that these serious inconveniences form a sufficient *raison d'être* to justify the resolution put into force by Mr. JNO. J. FRANCIS. Only the notion that the public are to receive any advantages from a rule which has so clearly been devised and put into operation for the sole benefit of that worthy counsel and his *confères*, should never have been advanced.

So far as the custom amongst barristers in regard to their fees is concerned it is undoubtedly that Mr. FRANCIS has adopted a course probably hitherto unknown in the history of the English bar. We mean only so far as his insisting on conducting in future the whole of his professional business on a cash system. It has always been the general custom in England when a solicitor handed the barrister his brief, or other instructions, by means of which his professional services are retained, to either pay the fee, or endorse the amount to be paid on the brief, which to our unsophisticated mind appears practically one and the same thing. This is still, we believe, the practice at the English bar; but we happen to know that in Scotland the prepayment of an advocate's fee is the rigid etiquette of the profession, and to a great extent the Scottish practice has been adopted in Ireland. In the face of Mr. FRANCIS's statement as to what fees he is prepared to accept on the cash system, it may be interesting to note that the law, or custom, has laid it down that a barrister's fee is not a matter of express contract or stipulation, recoverable at law like an attorney's bill of costs, but is regarded as a mere honorary reward—*quidam honorarium* as it is technically termed in the law books. There are, therefore, no means of enforcing payment, which leaves the barrister in the not altogether satisfactory position of having nothing to rely on but the honor and good faith of those who employ him. The only exception to this is where it can be proved that the client has actually paid the fee to the solicitor, when, in certain special cases, counsel may maintain an action for the amount.

There may possibly be a great deal more in the letter circulated by Mr. FRANCIS than a cursory perusal of its four paragraphs has enabled us to discover; however, as we have already indicated, the question is one which really concerns the legal profession far more than it does the community at large. What the public require is the introduction of a local ordinance to regulate the fees of counsel, attorneys, &c. In one of the old ordinances, either 14 of 1856 or 7 of 1862, a table of fees is published, but the ordinance has either been repealed or set aside in some other way, as the question of fees is left entirely to the discretion of the lawyer who draws up the bill of costs, subject to taxation and revision by the Registrar, who in turn is under the direction of the judges. This must be acknowledged is a highly unsatisfactory state of affairs, and if Sir GEORGE PHILLIPS could only manage to spare time to draw out a carefully considered scale of fees, not only for counsel and attorneys but for all court and other charges incidental to litigation, embody the same in an ordinance, and with the assistance of the Attorney General pass it through the Legislative Council, he would establish a substantial claim to the gratitude of a heavily taxed community.

TELEGRAMS.

LONDON, August 3.
THE TENANTS COMPENSATION BILL.
The House of Commons has finally passed the Tenants' Compensation Bill.

LOCAL AND GENERAL.

A DEMAND for a revision of the Constitution of France has been made by a gathering of 1,800 Socialists in Paris.

In view of the immense number manufactured, the wonder is what becomes of all the pins, doctors and lawyers.

"CARRIAGES and other conveyances, including a first-class horse," are among the attractions offered at a Scotch hotel.

As a proof that "One touch of nature makes the whole world kin," observe how friendly strangers become at a dog fight.

THE American doctors have got hold of a man whose heart is on the right side. They are now searching his feet for his brains.

A TELEGRAM from Chicago to the London newspapers, dated July 12th, estimates the American wheat crop at 425 million bushels.

THE Standard of the 13th ultimo, publishes a paragraph stating that the Ameer of Afghanistan is to receive a subsidy of twelve lakhs.

A BRIGHT youngster of five years, being told that his new stepmother—his second one—would be a good mother to him, replied with a satisfied air, "My father always gets good mothers for me!"

In the House of Lords on the 12th ulto. Lord Granville in reply to a question said it was inexpedient to make any statement whether reinforcements have been ordered to Madagascar, because there was little doubt that France will make reparation for the outrages committed.

At a largely attended meeting of shipowners held in London on July 12th, resolutions were adopted condemning the agreement made by the Government with M. de Lesseps for the construction of a second Suez Canal, because of its one-sided character. The resolutions state that the English position is unimproved, and the representation of England on the Board is inadequate. Reduction of tolls is also regarded as remote.

We read that Captain Tucker, has planted between 30,000 and 40,000 cocoanuts on his station, Goodie Island, five miles from Thursday Island. Most of them are growing freely. In a few years the island will afford one of the prettiest sights in Queensland. As soon as the palms are in full bearing, the net income from this plantation should be about £6000 per annum. Every month 200 to 300 nuts are planted, and the owner intends to put into every available spot on the island.

THE Rev. Dr. Dickinson, in an address before the Baptist ministers of New York upon the outlook in the South, illustrated his view with a story of an old Southern Baptist elder who managed to bring into every sermon he preached the sentiment that all things work together for good. In Sherman's march to the sea the elder's house was burned, and his cow and pigs were set adrift. The old man was found sorrowfully sitting under an apple tree. He was deaf, and his questioner shouted: "What do you think now of your theory that all things work together for good to those who trust in the Lord?" The elder shook his head and said: "I think the Lord is carrying this thing a little too fast."

THE Nihilists have issued a new manifesto, occupying twelve small octavo pages, which, while it admits the discouragement they have sustained by the loss of their best leaders, and their distress for want of means, expresses the determination of the revolutionists to carry on the fight for "land and liberty." The condition of the people of Russia is asserted to be going from bad to worse; and it is stated that there is a widespread feeling of "discontent" with the do-nothing policy which has hitherto distinguished the reign of Alexander III, above those of any of his predecessors. The life of the Emperor is not directly threatened; but it is distinctly stated that the assassination of his father was due to his obstinate inattention to the legitimate wants and wishes of his people. The document ends with a reference to the war with Germany which the Government is drifting towards, to the sure defeat and disgrace of Russia. The last words of the manifesto are: "The party will continue to pursue arbitrary power into its last hiding-places, and your part, fellow-citizens, is to furnish the necessary sinews of war; so let us be allies!"

BOARDING-HOUSE Christianity, says the Sydney Bulletin, is the newest phase of religious revival. An advertisement appeared in a contemporary, the other day, to the effect that a Christian gentleman requiring nice home, where he may share society of other Christian gentlemen, may &c. This is nice; but it doesn't delude us. Once when we were still among the elect we replied to such an advertisement. The recollection of what we experienced in that holy habitation will never leave us while the spark of life lingers in our tottering frame. There were four other Christian gentlemen there beside ourselves, and each of them was afflicted with a most heathen hunger. The breakfast sausages used to be introduced with a blessing; and well they needed it, for they looked as if somebody had previously turned them blue with curses. We used to get an average of about one each, with a scramble for the odd one—in which to do the other Christian gentlemen justice, they generally got the best off. Every other meal was similar in its scarcity. But nobody ever complained except once, when one of the boarders rebelled at a mutton bone which he said he had seen on the table for a fortnight. The landlady replied that such a thing had never been said of her house before; lots of people had stayed in her house and always went away reluctantly. Which very probably they did; nobody ever leaves cheerfully in a coffin. Then she went into hysterics. And then the cook, carried away by her feelings, got drunk out of sympathy, and we got nothing to eat for the rest of the day. Soon after, two of the Christian gentlemen left, and soon after they left, we discovered, that they went away with our best overcoat, a pair of patent leather boots, a hat-box, and all the handkerchiefs our pious landlady had not cleared out in her previous raids. Next time we go to boarding-house, we shall make sure before hand that it is kept by a pagan or an infidel. Advertising boarding-house Christianity is very good. So is cookery. But the two don't seem to mix well.

FROM the German: Rich uncle to his physician: "So you think there is hope for me?" "Not only that, but I assure you that you are saved." "Very well, I wish you would inform my nephew, but break the news gently to him."

PROFESSOR Liebig states that 1460 quarts of the best Bavarian beer contain exactly the nutrient of a 24lb. loaf of bread. Very well. But the Professor doesn't seem to know that 24 quarts of beer contain more than 1460lbs. of bread.

A HARLEM young man who took his affianced to hear the divine singer, Nilsson, warble her sweetest songs, asked the young lady how she liked the singer's repertoire. "Very well indeed; I think it fits her beautifully," was the surprising reply.

A YOUNG Chicago lawyer has been cowed by kissing a female book agent. He got off a deal easier than if he had subscribed for her book "in seventy-two parts, price 50 cents a number," and had delivered to him four parts a month for three years.

A CORRESPONDENT in the north sends us a few interesting particulars of a visit he recently paid to the celebrated Taku forts, and other places in the vicinity. He says that at the mouth of the Paotang River, where the water is very shallow, a large mud fort, with an outlying work on each side, has been constructed on either bank of the stream, at the exact spot where the British troops landed in 1860 for the second expedition against the Taku forts, when the Chinese were taken in reverse and the object of the expedition accomplished. The mud forts alluded to above were not in existence then. The party with whom our correspondent was associated received every courtesy at the hands of the mandarin in charge, and after partaking of his lavish hospitality were shown over the forts.

The fort on the southern side contains four 15 centimetre Krupp guns mounted on barbettes, six Vassoures—about forty pounders—and a lot of old muzzle loading smooth bores. The northern fort although rather differently constructed as regards shape, is of course of the same material as the other. Here there are five 15 centimetre Krupp guns, three smaller ones by the same maker and some smooth bore muzzle loaders. In neither of these forts are there any arrangements for flanking fire—a general failing in Chinese fortifications constructed by native talent—so that an enemy being once in the ditch can remain there comfortably until a favorable opportunity offers of improving their position. These forts are about 12 miles overland to Taku, and our correspondent, who has seen a considerable amount of military service in various parts of the world, is of opinion that it would be almost impossible to effect a landing there now, as was done in 1860, especially if a few torpedoes were placed in the channel. At Taku the Chinese have a large supply of torpedoes under the charge of an American. With reference to Taku our correspondent says that on the occasion of a previous visit he was only permitted to see a part of the fortifications. Now they have three 27 centimetre Krupp guns—that is about 11 inch 25 ton guns—and 30 smaller Krupps besides a lot of smooth bores.

SAYS the Sydney Bulletin:—"Mr. A. G. Taylor, M.P., for Mudgee, would seem to have exposed a nice little 'happy family' arrangement. There has been a vacant captaincy in the Permanent Artillery Force for several months. Six lieutenants are candidates for the position. A severe test examination was held by four of the chief military officers, the percentage of marks required for a 'pass' being two-thirds instead of half as heretofore. Two of the candidates were plucked. The appointment rested with the Governor; and, in due course, the names of the successful candidates were submitted to him. He raised, according to the M.P., all sorts of frivolous objections against them, and was about to appoint one of the unsuccessful men, when the then Colonial Secretary threatened to resign. 'Now that we have a new Government, the Governor,' alleges Mr. Taylor, 'is trying the same dodge'—a remark which the Speaker held to be disrespectful to the representative of the Sovereign. The reason assigned for the Governor's desire to subvert merit is that he promised the first vacancy to an aide-de-camp who acted for him without pay. The most amusing part of the business has not yet been stated. Failing to gain his will by any other pretext, the Governor, so says Adolphus, is anxious to upset the examination on the ground 'that it was not severe enough.' Yet his *prételle* failed to pass it. Meanwhile this officer, whoever he may be—Mr. Taylor refused to mention names—is being 'coached' vigorously, so that if another examination be held he may stand a chance of being able to pass it. Mr. Stuart, the Premier, says that the matter is under his consideration, and meanwhile it would not be advisable to produce the papers. The documents will be looked forward to with some interest." From the above it would seem that Lord Augustus Loftus, Governor of New South Wales, considers it an important part of his duty to provide places for his outside friends, even although that has to be done at a sacrifice of honest principle, to the detriment of the public service and by inflicting a gross injustice on deserving men. However, there is some satisfaction in knowing that his little "job" is not likely to be much of a success now that "the Giraffe" (the member for Mudgee) is warning things up for him. Lord Loftus has had a gay old time of it in Government House, Sydney, for some years past, nursing his Cochinchina fowls and making comfortable sinecures at the public cost for poor relations, obsequious friends and complacent toadies, but it seems that, however long-suffering the "cay going" "Cornstalks" may have been, they are at last getting tired of his sickening jobbery, and have resolved to bring His Excellency up with a round turn. Colonial Governors are the servants of the Queen and country; and it is their duty, for which *en parlant*, they are exceedingly well paid, above all things to study the best interests of the colony over which they have been sent to rule.

THE Clerk of Councils has received the commands of His Excellency the Governor to summon a meeting of the Legislative Council for Wednesday, the 8th instant, at 2.30 p.m.

Vanity Fair hears an amusing story about the breeder and part owner of a racehorse:—"Some years ago Captain A— was in possession of a racehorse which carried off nearly all the 'hunt races' in the North of England. A well-known Yorkshire trainer owned another horse of the same kind, but the pair never met until they happened to be entered in a race at Catterick Bridge. The encounter was anticipated with much interest, and the betting between the pair was very close. Both owners, however, being of a practical turn, had resolved to make a certainty of winning—by losing. Needless to say that they had not confided this to each other, and when they went to the post their respective partisans seemed to be busy backing them. Captain A—, who rode his own horse, had, as he conceived, managed the thing very cleverly; for when the starter dropped the flag, his horse unaccountably swung round, and bolted in the opposite direction. Captain A—, with great difficulty, got him back, and sent him in hot pursuit of the other, the jockey of which had course gone on at his best pace. Captain A— did his best to overtake him, but he could not do so, and was beaten several lengths. But when the jockey of the other horse weighed in, it was found that he was several pounds short of weight. So his horse was disqualified, and the race was awarded to Captain A—, who had to accept with as good grace as possible the congratulations of the public upon his unlooked for good fortune, and to leave for France a ruined man."

MONSIEUR TRICOU, the new French Ambassador to China, bears the reputation in diplomatic circles in Europe of being quite a startling contrast to "the mirror of politeness and courtly breeding" so frequently represented by his accomplished countrymen. From all we can gather of his recent negotiations in Shanghai with Li Hung-chang, M. Tricou appears to have stubbornly upheld his character for overbearing rudeness. The French Ambassador presumed so far on his position, and on the assumed inability of China to resist the demands of France, that he attempted to treat the Viceroy of Chihli and Grand Secretary of the Chinese Empire as if he had been a common coolie; but he met more than his match in the astute Chinese statesman. Li tolerated the Frenchman's insolence to the fullest possible extent, and then calmly ignoring what had been laid down as the representations of the French Government, contemptuously referred M. Tricou to the Tsungli Yamen. On his way through to Tientsin, Li visited a distinguished British officer to whom he imparted the information that "there was not the beginning of a beginning of an arrangement with France." His Excellency further expressed the flattering opinion that "M. Tricou was an ill-mannered beast." "Talk about a Minister," remarked the great Viceroy, "this man has not even the manners of a vice-consular interpreter." This was certainly rather rough on the official representative of the reputed polite nation on the face of the globe—especially from a Chinaman, a supposed semi-barbarian.

No, Banian, you are quite wrong as usual, and only expose your pretentious ignorance when you write in this morning's *Daily Press*:—"If any successful stock-jobber is looking out for a steam yacht, he will soon have the opportunity of securing the *Fams*, which I understand is to be replaced by a powerful screw tug now on the stocks. If I remember rightly the *Fams* was purchased from Shanghai for \$70,000 in 1865." There is not the slightest intention, so far as we can learn, on the part of the Dock Company to dispose of the *Fams*; in fact, we happen to know that new boilers for the serviceable old craft are lying in readiness at one of the Company's establishments to be fitted in as soon as a favorable opportunity occurs. A small screw steamer is in course of construction at Kowloon Docks, which will probably be ready for sea in another three months, and it is no doubt intended that this vessel will temporarily take the place of the *Fams* until the latter gets her new boilers and undergoes a general overhaul and repair; and if found suitable will probably succeed the *Phlox* as an auxiliary to the *Fams*, to be employed principally in towing the smaller class of ships. A tug boat of the description and dimensions of the *Fams* is indispensable to the Dock Company, so that if they disposed of the old craft they would be compelled to build or get out from home a similar vessel to take her place. Unless our recollection is greatly at fault the *Fams* cost the Dock Company \$8000; an exceedingly high price it must be admitted; but then the boat was specially required at the time and moreover, a similar vessel could not be handed over in Hongkong for less than £12,000—at a low estimate. When the *Fams* receives her new boilers and has a few of the plates in the upper portion of her frame renewed or strengthened, she will be in every respect a far better ship than when she first passed into the hands of her present owners. With greater boiler power than she ever previously possessed the old boat will be able to travel from ten to twelve knots without difficulty, should any occasion arise for such a display of speed; and with this increased power will be able to tow the largest vessels that come to this port with the greatest facility. Banian! in his supineness is evidently under the impression that the old side-wheeler was built in Shanghai, whereas the *Fams* was constructed in the North of England, at Middlesbrough. We mistake that where she ran as a coasting passenger boat for a considerable time; and afterwards sailed on to China round the Cape, with her paddle wheels and machinery as a portion of her cargo. Banian! never rode out a gale of wind. "No," Banian, you are left as usual in the mud, and your friend, the successful stock-jobber, will have to look somewhere else for his steam yacht.

A WIT being asked, on the failure of a bank, "Were you not upset?" replied, "No; I only lost my balance."

SALVINI says that "Tradition and imitation are the two cankers now slowly consuming the limbs of the English and American stage." We wonder what has raised the great tragedian's wool with regard to the ballet!

It is asserted that 5,000 young men and women break down every year through the excessive strain imposed on them in London shops, where, it is said, the average hours of labor of two-thirds of the shop assistants are from twelve to fifteen hours daily.

"If you would be truly happy, my dear," said one New York lady to another, "you will have neither eyes nor ears when your husband comes home late from the club." "Yes, I know," answered the other wearily; "but what am I to do with my nose?"

It is said that the Marquis of Lorne, at a railway-station in Canada, mentioned the fact that some of his ancestors put their feet under Arthur's Round Table; whereupon a backwoodsman exclaimed, "Wal, if my sin sisters had been there, they'd 'a' put their feet atop of it, you bet!"

"Yes," said the Chicago damsel, "my health is none of the best; fact is, as I tell my friends, 'I've got one foot in the grave already.' " "So?" replied her friend; then casting his eye toward the lady's pedestals, he added, "Well, there's one comfort. You'll never get the other unless it's bigger than the common grave, you know."

MATTERS certainly look gloomy for Hongkong. The strength of the French squadron has been augmented by the arrival of the *Triomphante*; our only available war ship the *Sappho* has been ordered north; and our last hope, Hill, late of the *Cochet*, who had an unsuccessful wrestling match with the authorities on board the *Victor Emmanuel* last Wednesday, has gone home in the *Deucalion*. The volunteers are, however, still available for active service.

NGAN ALUK, a boatwoman, was brought before Mr. Wodehouse this morning charged with being in possession of 15 tals of prepared opium without having a license. His Worship fined the woman in the sum of \$10 and ordered the opium to be forfeited. Ngan said that if she paid the fine she wanted the drug back, whereupon Mr. Wodehouse politely told her that she would have to petition the Government on the matter. The old woman left the precincts of the Court room with her eye fixed grimly on the dispenser of justice, while she muttered blessings which flew freely from her cherry lips.

A CORRESPONDENT, who signs himself "Neighbour," sends us a long and generally incoherent communication, which we understand to be a complaint against the nuisance and annoyance caused by a blacksmith's shop, situated somewhere in the vicinity of the French Convent in Queen's Road East. It appears that there are numbers of houses in the district tenanted by Europeans, and the continual noise and bustle associated with the working of this blacksmith's establishment constitute the nuisance complained of. Our correspondent is very anxious to impress upon the Surveyor-General the desirability of all such workshops being removed to the eastern portions of the town, away from the dwelling houses in these thickly populated localities, and says that the adoption of such a course would not only remove what is a serious discomfort to many residents, but would improve the appearance of what is one of our principal thoroughfares and tend to preserve the public health. If a lawful grievance actually does exist we have no doubt that Mr. Price will give the matter his best attention.

THE circus, says the Washington Republican, is a legacy from a dead and gone race to the children of modern civilization. Along with the Roman legion, the round arch, and the genius for organization it descended from the Etruscans to the Romans, and from them has come to the rest of the world. Its inventors have long since departed; their very language is a problem more inscrutable than the sphinx; their dialect, has given way before the newer but not higher genius of the Aryan; their faces live only in their carvings; the very proof of their existence can be found only in their church yards; nothing but their circus remains. Dust is their splendid cities, their beautiful fairs, magnificent palaces; a phantasm; and a shadow too—vain and spectral to be questioned as their power and their civilization. Even the earth refuses to give up their remains; to tell their story—only from the tomb and the charnel house can you learn that Etruscan cities yet will she triumph over Teuton and Celt and Slav in her circus, as of old she ruled over Latium and Hellas and Egypt in her legion, her law, and her art. It is not strange that the mysterious realm which swayed forgotten races by the spells of its genius no less than by the force of its power should still dominate the fancy and enthral the will of modern nations by her amusements.

MAILS EXPECTED.

The steamer *Osaka*, with the next American mail, left Yokohama on Thursday, the 2nd instant, and may be expected here on the 8th.

STAMENERS EXPECTED.

The steamer *Glenade*, left Saigon on the 2nd instant, and is due here on the 10th. The steamer *General*, left Singapore on the 1st instant, and is due to arrive here on about the 10th. The steamer *W. S. Co's* steamer *Tanahm* left Sydney for the second time, and is expected to arrive here on about the 11th instant. The steamer *Comet*, left Batavia for this port on the 1st instant, and is expected to arrive here on or about the 11th.

The Hongkong Telegraph.

No. 473.

SATURDAY, AUGUST 4, 1883.

SIX DOLLARS PER QUARTER.

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LUMINOUS PAINT

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MOORING BUOYS.
BEACONS.
PIER HEADS.
CLOCK DIALS.
LANTERNS for Magazines,
&c., &c., &c.

LANE, CRAWFORD & Co., have been appointed Agents for the Sale of the "PATENT LUMINOUS PAINT" in Hongkong, South China and Formosa.

They have now a large supply of the most requisite Colours, and have prepared a dark room, in which the illuminating power of this Paint is shown.

INSPECTION IS INVITED.

LANE, CRAWFORD & Co.

Hongkong, 24th July, 1883. [340]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$833,333-33.
RESERVE FUND..... \$70,838.27.

BOARD OF DIRECTORS.
LEE SING, Esq., LEE YAT LAU, Esq.,
LO YUOK MOON, Esq., CHU CHIK NUNG, Esq.,
MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED..... \$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)..... Tls. 430,000.00
PERMANENT RESERVE..... Tls. 330,000.00
SPECIAL RESERVE FUND..... Tls. 318,335.56

TOTAL CAPITAL and Accumulations, 31st March, 1883..... Tls. 568,335.56

DIRECTORS.
F. D. HITCH, Esq., Chairman,
C. LUCAS, Esq., Wm. MEYERINK, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.,
HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the world.
Subject to a charge of 12 per cent. for interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 25th May, 1883. [83]

THE MANCHESTER UNDERWRITERS' ASSOCIATION, LIMITED.

THE Undersigned having been appointed AGENTS of the above Company are prepared to Grant Policies on MARINE RISKS to all parts of the world at CURRENT RATES, allowing an immediate cash discount of 25 per cent.

HOLLIDAY, WISE & Co.

Hongkong, 15th July, 1883. [560]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1883. [490]

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1883. [490]

Intimations.

SIGNOR ANTONIO CATTANEO, of the Conservatoire de Bergamo and late of the ROYAL ITALIAN OPERA COMPANY has joined to remain in Hongkong, and will give lessons in Music, Singing and other Fine Arts.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168]

Amusements.

THEATRE ROYAL, CITY HALL, HONGKONG.

MONDAY, the 6th August.

FOR
ONE NIGHT ONLY.

THE CELEBRATED LOFTUS TROUPE

now en route from Singapore in

S.S. "GLENOGLE" will perform

GILBERT AND SULLIVAN'S

famous comic opera

"PATIENCE."

With a strong cast.

Further Particulars will be duly announced.

Hongkong, 31st July, 1883. [603]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. BUN HIN CHAN, to Sell by Public Auction, on

MONDAY,

the 27th August, 1883, at NOON, at his Sales Rooms, Queen's Road.

THE WRECK OF THE LATE

STEAMSHIP "CARISBROOKE"

as the now lies off the Cosmopolitan Dock.

TERMS OF SALE.—Cash on the fall of the hammer and the Vessel to be at the Purchaser's risk on the fall of the hammer.

For further Particulars, apply to

J. M. ARMSTRONG, Auctioneer.

Hongkong, 2nd August, 1883. [613]

PUBLIC AUCTION.

VALUABLE PROPERTY IN BONHAM STRAND.

TO BE SOLD BY Public Auction, by Mr. J. M. GUEDES, on

THURSDAY,

the 16th day of August, 1883, at 3 P.M., on the Premises.

By Order of the MORTGAGEES.

1st Lot.—All that Piece or Parcel of GROUND Registered in the Land Office as Section A of Remaining Portion of MARINE LOT

No. 83, measuring on the North and South 29 feet, on the East 48 feet, and on the West side 43 feet, and Portion No. 1 of Sub-section of Section E of Marine Lot 83, measuring North and South 29 feet and East and West 52 feet. Held for 999 years from 18th November, 1854. Together with the well Built and Substantial HOUSES known as Nos. 50 and 52, Bonham Strand West.

2nd Lot.—All that Piece or Parcel of GROUND Registered in the Land Office as Section C of MARINE LOT 175, measuring on the North on Bonham Strand 144 feet, and on the South 15 feet, on the East 169 feet, and on the West 110 feet. Held for 999 years from 27th October, 1866.

For Further Particulars and Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON, Solicitors for the Mortgagees, or to

J. M. GUEDES, Auctioneer.

Hongkong, 3rd August, 1883. [615]

PUBLIC AUCTION.

VALUABLE PROPERTY IN VICTORIA.

TO BE SOLD BY PUBLIC AUCTION, on

FRIDAY,

the 17th day of August, 1883, at THREE P.M., on the Premises.

By ORDER of the MORTGAGEE.

THREE VALUABLE HOUSES Nos. 27, 29, and 31, Aberdeen Street, erected and being upon GROUND Registered in the Land Office as Section C of INLAND LOT

No. 60, measuring on the North and South 40 feet, East and West 45 feet and 40 feet, containing in the whole 1,665 square feet more or less. Yearly Crown Rent \$14.76.

And,

SIXTEEN VALUABLE HOUSES Nos. 1 to 16, in Mee Lee Lane, Victoria, erected on GROUND Registered in the Land Office as Section A of Inland Lot No. 60, measuring on the North-East 44 feet and 52 feet, South-West 42 feet, South-East 120 feet 10 inches, North-West 98 feet 3 inches, containing in the whole 7,666 square feet more or less. Yearly Crown Rent \$66.30. Held for 999 years from the 26th day of January, 1843.

The above Houses will be Sold in Lots to suit purchasers.

For Further Particulars and Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON, Solicitors for the Mortgagee, or to

J. M. GUEDES, Auctioneer.

Hongkong, 3rd August, 1883. [616]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 5 per cent. or \$4.50 per Share, declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS held THIS DAY will be Payable at the HONGKONG AND SHANGHAI STEAMSHIP CORPORATION on and after TO-MORROW, TUESDAY, the 31st instant. Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors, F. D. COSTA, Secretary.

Hongkong, 30th July, 1883. [601]

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

WE ARE SHOWING EX "GLENARN."

VERY FINE INDIA LONG CLOTHS.
NORMAN STRIPE DRESS MATERIALS.
White ALL OVER TUCKINGS—a New White Dress Material.
COLOURED CHECKED ZEPHYRS for washing dresses.
POMPADOUR SILKS, cashmeres and delaines for summer dressing gowns.
A Fresh Assortment of Best Silk and Wool FLANNELS.
French Embroidered Pongee Silk TRIMMINGS.
An entirely New Stock of Ladies' PARASOLS.
Ladies' Plain and Fancy COLLARS.
Children's White Silk and Spun Silk SOCKS in all sizes.
Ladies' BOOTS and SHOES in all the latest styles.
A Fresh Delivery of Atkinson's SCENTS. A few Specialties in BOOKS.
SEWING MACHINES in all the Leading makes, &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 10th July, 1883. [249]

KELLY & WALSH'S

LIST OF CHEAP, PRACTICAL, USEFUL AND STANDARD BOOKS.

FORTY CENTS EACH. FORTY CENTS EACH.

Michod's Guide to Athletic Training.
Baths and Bathing.
The Heart and its Functions.
Health in Schools.
Exercise and Training.
The House and its Surroundings.
Personal Appearances in Health and Disease.
The Skin and its Troubles.
Alcohol, its use and abuse.
Premature Death, its promotion and prevention.
Dictionary of Daily Blunders.
Dictionary of Mythology.
Rejected Addresses by Horace and James Smith.
Dictionary of English Proverbs.
Lamb's Tales from Shakespeare.
Foker, How to Play It, by one of its Victims.
The Secret of a Clear Head.
Plutarch's Lives for every day Readers.
De Quincey's Confessions of an English Opium Eater.
Reasons why we believe the Bible.
Handy Classical Dictionary.
Familiar English Quotations.
Familiar Latin Quotations.
The Secretary's Assistant and Correspondent's Guide.
Moore's Lalla Rookh.
Handy Book of Synonyms.
Tourists' French Pronouncing Hand Book.
The New Testament and the Revised Version.
Elizabeth; or the Exiles of Siberia.
Bible Truths with Shakespearean Parallels.
Common Mind Troubles.
The Habitation in Relation to Health.

Enquire Within—upon Everything—New Edition.
Every Man his own Lawyer—completely revised..... \$ 1.00.
Live and Learn, a Guide to Correct Writing and Speaking..... 2.50.
A New Dictionary of Quotations from Greek, Latin and Modern Languages with Index to more than 15,000 words..... 1.00.
The Newspaper and General Reader's Companion..... 1.00.
The Sight and how to preserve it; by Angell..... 0.60.
Etiquette of Good Society..... 0.75.

FRANCE, CHINA AND TONQUIN.

THE FOLLOWING BOOKS HAVE A SPECIAL BEARING ON THIS SUBJECT.
Across Chryse, being the Narrative of a Journey of Exploration through the South China Border Lands from Canton to Mandalay by Archibald R. Colquhoun, Illustrations, 2 vols..... \$12.50.
Histoire des Relations de la Chine avec l'Asie du Sud-Est du XVIIe au XIXe Siècle, d'après des documents Chinois par G. Devéria. Ouvrage accompagné d'une Carte..... 3.00.
La Conquête du Ton-Kin par vingt-sept Français Sous le Commandement du Jean Dupuis..... 0.75.
La Province Chinoise du Yun-Nan par Emile Rocher, 2 vols..... 7.50.

KELLY & WALSH—HONGKONG.

Hongkong, 4th July, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

VERY ELEGANT PLUSH PHOTOGRAPH SCREENS TO HOLD 4, 8, AND 12 CABINET PHOTOGRAPHS.
PHOTO ALBUMS in Great Variety.
CARD CASES, PURSES, LETTER CASES, POCKET BOOKS in Russia and other Leathers.
POCKET AND SPORTSMAN'S KNIVES.

BEATTY'S BEETHOVEN ORGANS.

20 STOPS, VERY EFFECTIVE VARIETY AND VERY CHEAP.
A very fine collection of PHOTOGRAPHS OF FASHIONABLE BEAUTIES from the very large Boudoir Size to the Ordinary Cabinet Size.

ALSO,
LARGE PLUSH PHOTO FRAMES TO SUIT.
DITSON'S MUSIC BOOKS.

GEMS OF DANCE. GEMS OF STRAUSS.
" " WALDTEUFEL. " " ENGLISH SONG.
AND ALL OTHERS IN THE SERIES.

NEW FRANKLIN SQUARE LIBRARY. NEW SEASIDE LIBRARY.

10 PER CENT. DISCOUNT FOR CASH.

W. BREWER,

QUEEN'S ROAD.

Hongkong, 25th July, 1883. [703]

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK, COMPRISING—

White and Black Silk Trimming Lace.
" Cotton Trimming Lace.
" Silk Handkerchief Border.
" Silk Circular and Square Doyleys.
" and Black Silk Fiddle.
" Silk Parasol Cover.
" Cotton Parasol Cover.
" Silk Veil and Scarf.
" Silk Collar and Cuff.
" Silk Collar Breast Pendant.
" Silk Collar Breast Pointed.
" Cotton Collar Breast Pointed.
" and Black Silk Necktie.
" Silk Mitts.
Silver Filigree Pendant, St. John's Cross & Crown.
" Earrings to match the above.
" Fancy Pendant.
" Plain Chain Necklet.
" Fancy Locket.
" Fancy Bracelet.
" Brooch (Love Knot).
" (Marguerite).
" (Slipper).
" (Shell).
" (Circular).
" (Lily).
" (Flower).
" Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.
ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE CHARGED FOR AT COST PRICE.

FRESH MALTESE CIGARETTES from \$0.70 to \$2.50 per 100.

Hongkong, 24th July, 1883. [328]

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE
CIGARS of all Brands, Imperiales, Cahalleros, Vagueiros, Regallas, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCO of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Choice Designs, Sun Hats, &c., &c.; Commissions Executed.

JOSE M. BASA, No. 51, B. QUEEN'S ROAD, CENTRAL.

Hongkong, 1st May, 1882. [343]

FOR SALE.

WOODBERRY COTTON CANVAS.

NEW 10 to 10.

U.S. HAMMOCK DUCK, 8, 10, 12 oz.

AMERICAN COTTON DRILL.

COTTON TWINE—5, 6, 7, 8 Fold.

HENRY'S CANVAS, No. 1.

WILLIAM DOLAN, 21, PRAYA CENTRAL.

Hongkong, 31st June, 1883. [493]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"ARABIC,"

will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 8th August, at THREE P.M.

Connection being made at Yokohama with Steamers for Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoice to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 20th July, 1883. [2]

Intimations.

THE HALL AND HOLTZ CO-OPERATIVE COMPANY.

THE requisite Number of SHARES in the above Company having been applied for, the Company will commence operations on the First Day of September next.

Shanghai, 27th July, 1883. [612]

ENGINEERS' INSTITUTE.

THE FIRST ANNUAL MEETING

(General) of MEMBERS will be held in the HALL of the Institute on MONDAY, the 6th August, at 8 P.M., for the election of Office Bearers for the coming (Institute) year, &c.

JAMES K. REBECK, Hon. Secretary.

Hongkong, 28th July, 1883. [587]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on MONDAY, the 20th instant, at THREE O'CLOCK P.M., for the purpose of receiving the Report of the Directors and a Statement of accounts to the 30th June, 1883.

THE TRANSFER BOOKS of the Company will be CLOSED from the 7th to 20th instant, both days inclusive.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, 2nd August, 1883. [614]

A CARD.

PRIVATE BOARD AND LODGING can be obtained for SINGLE GENTLEMAN or MARRIED COUPLES AT

No. 6, QUEEN'S ROAD EAST.

Next Door to the Temperance Hall.

Terms Moderate.

Hongkong, 10th July, 1883. [552]

TENDERS FOR THE PURCHASE OF THE WRECK OF THE U.S.S. "ASHUELOT"

TENDERS will be received for the Purchase of the wreck of the

U.S.S. "ASHUELOT"

as the now lies, together with all her armament, tackling, and equipment, comprising—

4 VILL in M.L.S. GUNS.

2 VILL in M.L.R.

6 BRONZE HOWITZERS.

And about 100 stands of Small Arms, Rifles, Breechloading of the latest style, with a number of Pistols and Revolvers; also about eighty Hermetically Sealed Tanks of Powder containing about 1500 lbs. each, about \$4,000 worth of new composite Boiler Tubes and all the other appliances connected with the Armament of a War Vessel. Her equipment consists in part of 2 Bower Anchors and 300 fathoms of heavy Chain; 12 Stream Anchors and Chains, and several Kedges; new patent Captain's Copper Pilot House (over one ton in weight); Engines and Boilers and a large supply of Engineers' Tools, all of the best description; Two Iron Chests containing about \$5,000.00 in Clean Mexican.

The "ASHUELOT" is lying about three quarters of a mile to the N.E. of the Lamocke Light House in about fourteen fathoms of water. The Vessel is in an upright position, sheltered from the S.W. monsoon, and with proper appliances can be easily raised, and would make a handsome return to those who are in a position to undertake the raising of her.

Further Particulars can be obtained at the PAYMASTER'S OFFICE, No. 14, Beaconsfield Arcade, and Tenders will be received up to and including the 14th day of August.

E. N. WHITEHOUSE, Paymaster, U.S. Navy, No. 14, Beaconsfield Arcade, Hongkong.

Hongkong, 30th July, 1883. [600]

MACAO.

WANTED TO RENT.

FOR Two Months during the Summer, a FURNISHED RESIDENCE in MACAO the Praia Grande preferred.

Send Particulars to

C. B. A. Care of Hongkong Telegraph.

Hongkong, 21st June, 1883. [490]

Shipping.

STEAMERS.